

WHEEL CHOCK

Abstract

A wheel chock (10) configured for placement under a resting rubber tired wheel (W), such as a wheel found on a powered vehicle, to maintain the wheel (W) at rest is disclosed. The wheel chock (10) broadly includes a body (12) that defines an internal chamber (14) in communication with an open face (16) presented by the body (12). The body (12) presents a prism-like configuration having a generally triangular shape and includes a pair of oppositely spaced sidewalls (18, 20), a rear wall (22) extending between and adjoining the sidewalls (18,20), and a wheel-supporting surface (24) extending between and thereby enclosing the walls (18,20,22). The wheel-supporting surface (24) presents a low profile, arcuate leading tire-engaging edge (34). The arcuate leading edge (34) substantially complements the contour of the tire and enables the chock (10) to be easily placed under the wheel (W) in an optimal operating position i.e., in close adjacent alignment with the wheel (W) so that at least a portion of the majority of the circumferentially extending treads of the rubber tire of the wheel (W) engage at least a portion of the chock (10) with a

minimal exertion of force and effort by the user. The internal chamber (14) in communication with the open face (16) enables the body (12) of the chock (10) to be stackably nested within another similarly configured wheel chock to provide a compact, space-efficient storage of the chocks that facilitates ready portability for transportation of a pair or more of the chocks in the vehicle.